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All letters for publication should be written on one side of the paper only.
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HONGKONG, MAY 13TH, 1905.

NOWHERE more than in the Far East should the recent dictum of Canon LYTTELTON, Eton's new Headmaster, on the subject of diet, be received with fitting interest. The functions which our polite Teutonic friends often end with the curious phrase "mahlzeit" are the most important in treaty-port or colonial society; mealtimes are the milestones of la vie Orientale; eight p.m. is "the hour for which the day doth sigh." Punch has laughed at Canon Lyttelton; we will, as long as maybe, endeavour to take him seriously. As the mentor of England's first Public School, and addressing such an audience as the Moral Educational Society of Manchester might be expected to gather together, his comments on the criminality of "chow" cannot be lightly trifled with. His contention that "it is well-nigh impossible for even the best-intentioned man to live a life of physical purity if he eats meat to excess" must come closely home to many of us who are dipping into the fleshpots of Hongkong for instance, three times a day. True, though Shanghai is made to appear, usually by some of its own journals, as a sort of Gomorrah, Hongkong is as yet uncompanied with the other place. Do we take meat to excess? Are we all physically impure? These things it becomes necessary to ask, in view of the reports of the CANON'S attack.

"As soon as the diet is changed from meat to vegetables there is a diminution in animal desire. Men of well-to-do people are on a topsy-turvy principle. Instead of being arranged so as to appear hunger, they stimulate the appetite. If cheese and sweets come first, far less meat would be eaten. Every single meal taken according to the modern menu is a distinct appeal to the passions."

As we have suggested, the European dwellers in the Far East are by no means

vegetarians. Fruit there is, and also vegetables, though many regard these latter in dubiety; but there can be no question that fish, flesh, and fowl figure in our menus to a degree that Canon LYTTELTON would call excessive. One of the first things to strike the English "griffin" on arrival is that, instead of eating to live, we seem to be living to eat. Accustomed to the average stodginess of the English meal—soup, usually thick; fish, generally salmon in bulk, if procurable; the joint, and the pudding, and the grain of satiety, rather than our sign of satisfaction—he wonders at our unconcerned devotion to prandial pleasures. "Where are you staying?" is always asked of him. The next comment may refer to the aspect and ventilation; but more often it is: "Ah! the chow is first rate there." By-and-by, when he discovers that the pioneers who preceded him have established a standard of culinary art, by which dining becomes an exercise productive of most exquisite and yet innocent enjoyment, the man who comes a mere trencherman becomes an epicure. The Orient is debarr'd from some home pleasures, but there are compensations. Instead of fads it has foods; it loves ALFRED AUSTIN and learns the poetry of eating. Its much advertised "musical dinners" are not its only harmonious meals. Going back to the Eton faddist, it may be noted that our present admission, and KIPLING's famous statement that the Far East is a place

"Where there ain't no ten commandments,"

seem to support his contentions. But KIPLING's line was written for effect; it was in no sense an affidavit. Canon LYTTELTON appears to be a mere vegetarian; and we might almost wager he is a dyspeptic. There comes a time in the life of man when, freed from foolish illusions, scorning the Dove that rhymes with Love, he turns to farce of pigeon; and, like LE GALLIENNE, wonders if Dianer be not the finest word in the language. The curious point is that Canon LYTTELTON's moral meditations seem to offer evidence against vegetarianism, suggesting that an abundance of meat diet conduces to health of the most robust sort. It is notorious that the typical ROMEO is habitually indifferent to every nourishment stronger than moonbeams and erotic poetry, whereas the plain, commonsense person who fears nothing so much as being "off his feed," is always pictured as the character who works and accomplishes things. These theorisings by the Head of Eton are almost certain to enhance the popularity of Rugby. It will be interesting to watch the young aristocrats of Eton evolving into Farnesque ERICS.

Yesterday's plague return recorded two cases.

Mr. Su Yu-tchu, the Chinese Consul-General at Manila, leaves Hongkong by the Zefiro to-day.

Before Mr. F. A. Hazelton at the Police Court yesterday a coolie was charged with the larceny of three dinghies from a place in the harbour. He was convicted and sentenced to three months' imprisonment with hard labour.

An American cartoon pictures a Cotton Planter making a bonfire of cotton bales under a huge thermometer marked "Speculation," while "Mr. Bull Weevil" looks on angrily complaining, "He was willing to spend money to prevent me eating it."

An inquiry was held at the Magistracy yesterday afternoon before Mr. F. A. Hazelton and a jury into the cause of death of Chan Sui, a prisoner in Victoria gaol. The medical evidence proved that deceased died from colic, and a verdict of death from natural causes was returned.

An American contemporary comes out with the bloodcurdling announcement that a "headless and trunkless body" has been found in San Francisco. This is suggestive of the Irishman whose wardrobe was replenished by a thief. "He left nawthin' but th' arm-holes iv an owd waistcoat, bedad!"

Referring to the sentence of three weeks' imprisonment passed upon the twelve seamen of the *Cairo*, the *Japan Chronicle* remarks:—The warehouse of the California-Manila Lumber Company, situated in the rear of the building 230 to 235 called San Miguel was entered into by thieves, some time Saturday night and a large amount of hardware and brushes valued at \$2,000 carried away.

The robbers gained access to the warehouse by cutting the wooden bars of the windows of the building. Many articles found scattered about the place indicate that the robbers were surprised and made away with their booty in haste. An estero runs in the rear of the building and the supposition is that the thieves utilized a casco or other craft to make off with their plunder.

The detective bureau is investigating the matter, and late yesterday afternoon it was learned that a person known to belong to an organized gang of estero thieves had been taken into custody in connection with the robbery.

As we have suggested, the European

TELEGRAMS

["DAILY PRESS" SERVICE]

IMPORTANT RUSSIAN DIPLOMATIC CHANGES.

LONDON, 11th May.
Count Cassini, the Russian Minister to Washington, has been transferred to Madrid.

Baron Rosen, late Russian Minister to Tokyo, has been appointed to Washington.

BRITISH DEFENCES.

RUSSIA AND INDIA.

LONDON, 11th May.

Mr. Balfour, the Premier, declares that the invasion of England is an impossible dream.

Any attempt by Russia to construct railways in Afghanistan will be considered an act of direct aggression against England, amounting to the striking of a blow at the heart of our Indian Empire.

(The "silly season" being at hand, there has perhaps been a recrudescence of the usual "scores" which the half-penny papers so ingeniously and industriously discover.)

FATAL TRAIN SMASH.

LONDON, 11th May.
A railway collision at Harrisburg, Pennsylvania, has resulted in 150 people being killed or injured.

AN AMERICAN CYCLONE.

FOUR HUNDRED FATALITIES.

LONDON, 11th May.
Four hundred deaths have occurred at Snyder, Pennsylvania, in a cyclone.

AMERICAN NAVAL AMBITIONS.

LONDON, 12th May.
President Roosevelt, in a speech at Chicago, gave an outline of the many reasons which now made it necessary that there should be a great American navy.

[REUTER'S SERVICE]

THE MACDONELL INCIDENT.

LONDON, 10th May.
The House of Commons has rejected Sir Henry Campbell-Bannerman's vote of censure in connection with the Macdonell incident.

RUSSIAN REFORMS.

LONDON, 10th May.
The Russian Minister of the Interior has drafted a scheme, liable to modification, for the establishment of a form of parliament with two Houses, of which the lower will consist of 550 elected deputies, while the existing council of the Empire will institute the upper.

THE RUSSIAN DESERTERS AT SAIGON.

The three Russian deserters who took passage on a French steamer to Saigon where they were taken off the ship by an armed Russian patrol have been surrendered by the Russian commander to the French authorities in response to the demand of the Governor-General. The men have been given their liberty and have applied to join the Foreign Legion.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The Kings Park Range, Kowloon (200 yards) will be available for shooting to-day from two to six o'clock.

First shoot for the Governor's Cup (a very handsome Japanese silver bowl) and a pool.

The sunshade erected over the firing point affords members adequate protection from the sun.

Several new members have been recently elected, the total now being over 160.

EXTRAORDINARY ROBBERY AT MANILA.

Hardware in bulk is an awkward bait for thieves, one would think, yet the *Cablenews* of 9th May reports:—

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THE WAR.

["DAILY PRESS" SERVICE]

ALLEGED FRENCH ESPIONAGE IN JAPAN.

KOBE, 12th May.
M. Bougouin and his stepson, Mr. Strange, are now in the prison at Sugamo, where the preliminary examination is proceeding.

M. Bougouin's Japanese clerk is also in custody.

M. Bougouin was French attaché at Tokyo fifteen years ago. Since then he has been a business agent.

The arrests have created a great sensation here.

The press is strictly forbidden to mention anything arising out of the preliminary examination.

[REUTER'S SERVICE]

THE BALTIC FLEET.

LONDON, 10th May.
News from Nhatrang dated 9th instant, says that Admiral Rozhdestvensky, who had been cruising off the Bay of Vanfong for several days, left to-day with the whole fleet.

THE CIRCUM-BAIKAL RAILWAY.

LONDON, 10th May.
The circum-Baikal railway is blocked owing to avalanches.

BALTIKER NOTES.

TWO WHITE CRUISERS.
Captain Sauer of the s.s. *Hissang*, which arrived yesterday from Wuchu, reports having sighted on the 11th instant two white painted cruisers of the Taichiu group. He could not distinguish their nationality.

SUSPICIOUS JAPANESE.
The s.s. *Themis* (Captain Thomassin), reports having been held up by a Japanese cruiser about eighteen hours after leaving Moji. The officers of the cruiser examined all the ship's papers, and after being detained for two hours, she was allowed to proceed on her voyage. Even after this lengthy examination, the officer in charge seemed very suspicious of the manifest of sundries, which he could not understand. The *Themis* followed the *Caribelle* until the shades of night obscured her from view.

Other Indians of this regiment are causing the Police many anxious moments. On Thursday night a bravo warrior was marching up and down before the Occidental Hotel, garbed in a similar fashion to John the Baptist, and this busy thoroughfare is not like a wilderness. The Police endeavoured to arrest him, but he escaped, and got safely into barracks.

It is a wonder, seeing the number of Indian soldiers in the district, that the authorities do not consider the advisability of arranging for tickets to patrol the streets.

FIRE ON THE SS. "HEATHBANK."

The s.s. *Heathbank* (Captain Muller) from Barry with a cargo of coal, which arrived in port yesterday, has passed through an eventful voyage. On the 10th January last, while going through the Kuanmu I Straits en route for Vladivostock, she had to put back to Amoy on account of the ice, and in that port she has been for the last three months. On the 2nd instant smoke was noticed issuing from her No. 1 hold. This was about midnight. Shortly afterwards the hatches were blown up, and the coal was seen to be all astir. The German gunboat *Theta* which lay in the harbour, sent men to render assistance, and they did some good work in suppressing the fire. The coal is still smoking, and the Captain finds it necessary to keep hoses playing on it twice daily.

DR. TIMOTHY RICHARD.
Dr. Timothy Richard, the well-known missionary to China, has been interviewed in London, where he has attracted some attention describing himself as the first Briton to receive the rank of Mandarin. Interviewed by the *Express*, Dr. Richard said of China:—

"Its dead past is being rapidly buried. All the old, mistaken notions about the Western world are fast vanishing. The Boxer rebellion did much to help forward the change which is going on in China. The piratical raid of the Great Powers on China—the international expedition, as it was called in England at the time—is regarded by the Chinese as a chivalrous expedition, a beautiful specimen of European civilization and culture.

China, in her haste to become civilized, is making many ludicrous mistakes, but she is on the right lines. She must not be civilized in the brute material sense that has been the manner of Japan's transformation.

MATERIAL CIVILIZATION IS LIKE A GODLESS EDUCATION. It breeds hooligans. Paganism has disappeared from the surface of Japan, but it is still in the hearts of the nation. China, civilized like Japan, would only become more barbarian, and she must spiritualise as well as civilise."

"This is not exactly complimentary to Japan, which has a purely secular system of education. Yet, compare the *Japan Chronicle*, we should like to ask Dr. Richard whether in walking through the streets of Tokyo or any other large city in Japan as many hooligans will be met as in a walk through London, Manchester, Cardiff, or cities of similar size in the British Isles? If he has ever been to Japan, he must know that a comparison would be immensely in favour of Japanese cities. Therefore, as religion is still a part of the curriculum in English schools, what is the inference?

MARINE MAGISTRATE'S COURT.

Friday, 12th May.

BEFORE MR. BASIL R. TAYLOR (ASSISTANT HARBOUR MASTER).
COLLISION ENQUIRY.

An enquiry was held into the circumstances connected with the collision between the steamers *Aenea* and *Tommy Atkins* in the waters of the colony on the 4th instant.

Albrecht Darblinger, assistant to Messrs. Blackhead and Co., owners of the *Aenea* stated: I was on board at the time of the collision. When abreast the bows of the *Michael Jelzen* I saw the *Tommy Atkins* approaching from our port bow, full speed. Our coxswain put the engines full speed astern, and the helm of the *Tommy Atkins* was starboard, with the result that our port bow and the *Tommy Atkins*' stern came into collision. No whistle was blown. My launch's stern was damaged, and she had to be docked.

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THE SEIZURE OF THE "NIGRETIA."

SANCHO PRIZE COURT JUDGMENT.
The Jui-poo particulars of the judgment delivered by the Sancho Prize Court in respect of the British steamer *Nigretia* which, with her cargo of kerosene oil, has been declared confiscated. The facts and reasons of the Court's judgment are by the *Japan Chronicle* translated as follows:

The *Nigretia* is owned by Allan & Co., of Newcastle-on-Tyne, England, and is a merchant vessel principally engaged in the transport of goods under the British flag. On October 22nd, 1904, Alexander Serbrenik, a Russian subject, signed an agreement for the charter of the steamer at Shanghai with Mueller Bros., of Shanghai, agents for Allan & Co. Serbrenik then shipped 70,000 cases of kerosene oil by the *Nigretia*. He also shipped his agent or supercargo P. M. Bren, a Lieutenant in the Russian Navy, who was in command of the torpedo-boat *Rastopyan*, which escaped from Port Arthur and took shelter at Chefoo, where she was blown up. Bren was shipped under the assumed name of Frederick Pilbeam, a German merchant; K. W. Sherriff, a Sub-Lieutenant in the Russian Navy, was also shipped, under the assumed name of J. Gorczalny, German subject, and a Russian merchant, S. Polotka. Each of those men received a letter authorising him to manage mercantile business for Serbrenik. The steamer left Shanghai on December 16th last, and was seized by the Japanese warship *Tashima* (being suspected of carrying contraband of war) in Tsushima Channel, at 2 o'clock on the afternoon of the 19th of the same month, at a point 35 deg. 18 min. north latitude and 129 deg. 59 min. east longitude.

The attorney of the petitioner maintained that the charter party contained a condition that the petitioner was authorised to ship one supercargo and two passengers, in virtue of which Bren, Sherriff and Polotka were shipped. The petitioner entirely trusted the charterer and understood Bren and Sherriff to be Germans. These Russian officers wore private dress, represented themselves as Germans and spoke German in conversation, thus carefully concealing their personal status and nationality. The petitioner, therefore, did not know that they were Russian officers. There was no evidence to lead him to believe them to be Russians, so he (the petitioner) was in no way guilty of any delinquency in shipping the two Russian officers. The attorney further maintained that the officers in question were released by the Chinese authorities on taking affirmation, and that they had therefore lost their personal status as Navy officers, and were no longer "contraband men" (*tenji kōsei-nin*). For these reasons, the steamer was not liable to confiscation as having engaged in the transmission of contraband men in time of war.

The prosecutor maintained that two passengers of the steamer, Bren and Sherriff, were Russian officers, and that the steamer, which carried contraband men in time of war, was liable to confiscation.

In considering the case, the Court finds that it is generally acknowledged by the rules and usages of modern international law that the vessel of a neutral Power, which conveys military men of belligerent country, is liable to confiscation as having engaged in the transport of contraband men in time of war, unless the master of the vessel has clearly shown that he was ignorant of the fact and was at the same time not guilty of any delinquency in the matter of ascertaining the character of his passengers.

The steamer *Nigretia* in this case attempted to convey two Russian navy officers to Vladivostock. Thus there is no question that the steamer was engaged in the transport of contraband men in time of war. The petitioner maintained that in shipping two Russian navy officers he had not any idea that they were naval officers, and that he was not guilty of any delinquency in not knowing them to be naval officers. They were shipped by the charterer, and he claims that the steamer was not liable to confiscation. But the captain fails to verify the fact that he did not know them to be Russian officers. Taking it for granted that he did not know, he is guilty of delinquency, as he carelessly trusted the words of the charterer and took them aboard as Germans. The petitioner further maintained that the two Russian officers were released by the Chinese authorities on taking affirmation of the same kind, and, as far as he can ascertain, that they had lost their personal status as naval officers. Not only this, they falsely represented their personal status, and attempted to secretly proceed to Vladivostock, a Russian naval base. Judging from this fact, it is plain that they were actually engaged in military service, or intended to take to military service.

The steamer having thus engaged in the transport of contraband men in time of war is liable to confiscation.

In regard to the confiscation of the cargo—kerosene oil—the Court explains that it is a general principle of modern international law that a vessel engaged in the transport of contraband of war is liable to be confiscated as a consequence of her action, and that when the owner of the cargo of such a vessel is interested in the transport of contraband, the cargo is equally liable to confiscation irrespective of the nature of the goods, whether they are contraband or not. The kerosene oil in this case was shipped by the petitioner, Alexander Serbrenik, who also shipped two Russian naval officers, falsely representing them as his agents and supercargo, and attempted to send them to Vladivostock. Thus Serbrenik planned the transport of contraband and carried the plan into practice. In consequence, the cargo belonging to him is liable to confiscation, irrespective of the nature of the goods.

SHIPPING NOTES.

The steamer *Pharsalia*, which had been successfully floated by Captain Gary, is again wrecked near the place where she went aground on March 1, a victim of the typhoon which swept the straits of San Bernardino.

Captain Gary, who returned to Manila on May 6, was to leave at once to the coast guard cutter *Rover* and afterwards the *Mosdale*.

The British steamer *Claverly*, Captain Putt, which arrived at Manila on May 8th—69 days from Antwerp and Hamburg—brought 8,000 barrels of cement consigned to Eshen, Meyer and Company. The vessel carries big cargo for Tsingtau and will sail for that port yesterday morning.

STEAMER MOVEMENTS.

The P.M. str. *Manchuria*, with mails, A.C., leaves Kobe on Sunday, the 14th inst., at mid-night for this port via Nagasaki and Shanghai, and is due here on the 20th inst.

The H.A.L. str. *Briegaria*, from Hamburg and Bremen, left Singapore for this port on the 11th inst., p.m., and may be expected here on the 17th inst.

The N.D.L. str. *Borneo* left Sandakan on Wednesday, p.m., and may be expected here on Monday, p.m.

KANDYAN MARRIAGE CUSTOM.

A good Marriage Law ought to embrace the maximum of simplicity and the maximum of certainty.....because it affects.....a social relation the most important.....between human beings....(and) the foundations of society itself.

MR. BOYD KINNAAR

George Meredith, in the "white winter of his age," has pronounced a most revolutionary dogma with regard to marriage. He does not want it to be a life-long tie, "for better or worse," but merely a temporary arrangement, lasting for five or ten years—a contract renewable or terminable at the end of that period. It was most heretical view, and Mr. Dooley, with his quaint humour got the world to laugh the thought out of all consideration by picturing the docility, amicability, indispensability, and the other womanly traits the wife would employ at a period of her life when she was drawing to a close! It is as well the dogma was laughed out, for it is bewildering to think what the results would have been had Meredith's views been followed into practice! But whatever the merits and demerits of such a relaxed law, Meredith could never have dreamt that as elastic a provision is in existence—and existent in this land "where every prospect pleases." If he had consulted Mr. Arunachalam's most invaluable Census Report he would have learned that among the Kandyans marriage is inseparable by mutual consent, on the ground of inter-race, inability to live happily together! Meredith's emanation of the law which made "twain one flesh," pale into insignificance before such a conveniently elastic custom!

Among the Kandyans there are two kinds of marriages—the "diga" and the "bina." In the former the girl enters the husband's family; in the latter the husband enters the wife's family. But in both marriages the contract is terminable at will. Mr. Arunachalam gave his approval to this system, in a sort of far-off echo of Meredith in these words:—

"The Sinhalese deserve credit for evolving a marriage system well suited to the social needs of modern civilized life, and not unworthy of adoption in those countries where marriage has for all practical purposes ceased to have any religious significance and become a civil contract."

Taking the two kinds of marriages, in the "diga," the husband is the predominant partner. The wife and the dowry passes into the family of the husband, and she loses all claim upon her ancestral property, except for maintenance in case she is deserted. In the "bina," the wife is the predominant partner, and the husband is dependent on her and her parents, and is liable to be turned out at short notice. The wife can at any time take another husband more agreeable to herself or to the rest of the family. This latter kind of wedding is the one contracted by heresies, and there is a saying among the Kandyans that a "bina" husband should not take to his wife's house any property save a torch and a walking stick, with which he can depart at any moment!

The manner in which a marriage is arranged is interesting. As with certain other races in the Island, the parents and relations have a great deal to do in the matter. When a husband is sought for a daughter, or a wife for a son, the parents or the chief relatives of the one will communicate to the representatives of the other the desirability of a union. Should the proposed union be approved of the relatives of one or the other come with a pingo to the house of the other and ask for the horoscope of the young person to be married. The horoscopes of the two people are consulted, and, should there be nothing untoward, a marriage is arranged, and the lucky hour for the nuptials determined.

When the day arrives the bridegroom, preceded by presents, starts with his relations and attendants to conduct the bride, and is met, some way from the bride's house, by her relatives and is welcomed in. As the lucky hour approaches the bridegroom's mother or some other relative presents the bride's mother with a white cloth, and the bride's father gives the bridegroom a suit of clothes. The lucky hour having arrived, the bridegroom gives the bride a cloth, throws a chain round her neck, and presents her with a set of female apparel. Arrived in these clothes she ascends the special raised dais, the mangal-purwana, which has seats for the bride and bridegroom. A close relative ties the little fingers of the couple together, and the couple turn three times towards the right and sit down together. Some balls of cake, rice, and milk, are handed to the bride and bridegroom, who exchange them among themselves.

The guests are then treated to refreshments of the same kind, and betel and sandalwood are distributed amongst them. The wedding is then complete. The bridegroom after that conducts the bride to his house. A close relative of the latter goes with him, and approaching their destination, an elderly kinsman of the bridegroom meets them and makes them welcome. At the lucky hour the bride and bridegroom enter the room prepared for them. The person who comes with the bride from her house is entertained hospitably for seven days, and on the seventh day the ceremony of pouring water on the head takes place—the ceremony being performed by the elderly relative. The bride's parents and relatives come a few days after and present the dowry. The newly-wedded couple after this visit their parents.

These are the special provisions in diga marriages, as laid down in a special Sinhalese work of authority. In the case of the bina, the husband retains the wife's family, and beyond the special festivities, and the ceremony proper, has no ceremonial spread over so many days.—Times of Ceylon.

DISASTROUS MARINE COLLISION.

The Coblenz of 9th May reports—A disastrous marine accident occurred on Saturday night at 11 o'clock when the steamer *Adelaide* collided with the *Antonio Macleod* en route from Manila to Legaspi, off the southern point of the island of Burias, with the result that the former vessel went to the bottom. Her crew and passengers, 38 in number, were saved by the *Antonio Macleod*, which arrived in port yesterday morning.

The *Adelaide* at the time of the collision was heavily loaded and ten minutes after being struck rolled starboard and went down by first.

The *Adelaide* was a wooden vessel of 100 tons owned by Angel Ortiz. She was valued at 76,000 pesos, part of which amount is covered by insurance.

The *Antonio Macleod*, one of the largest vessels in the coastwise trade, is of 812 tons and owned by the Compania Maritima.

It is stated that the weather was clear at the time of the collision and just what caused the accident is not known. It is alleged, however, that the captains of both vessels were negligent in observing the rules of the road.

A committee appointed by Collector Shuster, of which F. S. Cairns, insular surveyor, is chairman, will meet in the office of the latter official this morning to fix the responsibility for the accident.

SOME NOTED HONGKONG HELMSMEN.

The Hon. Mr. F. H. May, C.M.G., contributes the following to the Victoria Recreation Club Magazine for May, which includes plenty of other matter of interest to sportsmen:—

Few people realise what an art boat and yacht sailing is. Yet the sailing of yachts is the purest form of the helmsman counts for as much as does the difference in skill of the jockeys of racehorses. In our time there is said to be only one amateur yachtsman who can hold his own at the tiller in sailing a large yacht in a race with professional helmsmen of the first class. And in our time there has only been one gentleman rider who could compete with an Archer or a Fo-dham in flat racing.

The really first-class helmsmen in England and America to-day may be counted on the fingers of one hand, just as the jockeys who are in the front rank in racing on the flat may be similarly enumerated.

Practice, of course, counts for a great deal in both sports. It is from lack of equal practice that the gentleman rider falls behind his professional rival on the flat, and it is want of practice that prevents amateur yachtsmen from qualifying for sailing a *Shamrock* or a *Reliance* for the America Cup. But practice cannot do everything, and there are certain qualities—and not a few of them—that the first-class helmsman must possess in a greater or lesser degree if he does not combine them in their entirety.

He must have courage to sail his craft with determination. A cool head to abide her in danger or extricate her from the difficult positions which arise through keen competition of many rival competitors. Quick observation to detect changes in the condition of wind and sea, and the effect of the manoeuvres of his rivals. Patience to suffer the vagaries of a field breeze, and quick decision to take advantage of the smallest opportunity. Good temper to endure the buffets of ill-luck, and with a light hand on the tiller to coax his sail to slumber in the breeze and thus win the greatest speed from the vessel of which he is in charge.

No two helmsmen possess all these qualities in equal degree. Thus one man may lack in coolness and patience. Such an one is he who will sail a magnificent race when he is leading his competitors, but may fail to extricate himself when placed in a disadvantageous position of many rival competitors. Quick observation to detect changes in the condition of wind and sea, and the effect of the manoeuvres of his rivals. Patience to suffer the vagaries of a field breeze, and quick decision to take advantage of the smallest opportunity. Good temper to endure the buffets of ill-luck, and with a light hand on the tiller to coax his sail to slumber in the breeze and thus win the greatest speed from the vessel of which he is in charge.

As we look back over our experiences in yacht racing in these waters, recollections of many skillful helmsmen rise before us and we can remember to have detected in each one of them the possession, in a greater or lesser degree, of the qualities we have mentioned. Of the first expert helmsmen we had to contend with was Mr. (now Major) Lindsay Lloyd, R.E. He sailed the old *Hiyah* with great success in 1891 and won the championship of the Club. Later he achieved equal success with the *Payne*. He was never more at his ease than when the wind piled high and lashed the water into white foaming crests. Always on the starting line at gunfire he was hard to catch if he gave you the slip. But when the gentlest of zephyrs, with faint and fickle breath, barely raised the fighting flags of the little fleet of racers, he was perhaps more dangerous still. For so quick his observation and nice his touch on tiller that the little *Hiyah* was rarely left behind in those patches of water scarcely ruffled by baffling breezes that try the patience of helmsmen in our harbour.

We used to mutter "what luck he has" as he left us struggling to find an air of wind to carry us on, till the conviction was gradually born in upon us that his luck was only skill. Mr. Lloyd's principal rival in those days was Major Wynne Eyton, who made so great a name for the *Dart*. He was a skipper perhaps less brilliant but more patient and persevering. No race was ever lost with him till it was won, and no helmsman that has sailed in these waters ever did his craft more consistently justice. It was in this epoch, too, that Mr. J. R. Harding, of the Imperial Maritime Customs, came amongst us. He had sailed boats since he was a boy and we sometimes think that he was perhaps the best helmsman that we have seen in these waters. The manner in which he sailed the *Hiyah* after she had passed out of Mr. Lloyd's hands was an object lesson in what a first-class helmsman can do with anything that is equipped with tiller and sails. We sailed against him ourselves but never beat him, although we often succeeded in beating the *Hiyah* when he was not at his helm.

Later, some of the closest racing ever seen in Hongkong was witnessed between the *Mad Marian* in the hands of Mr. John Hastings, and the *Erica* with Mr. Denton at her tiller. Under Count von Walders, in China, observed that he, too, for saw the possibility that Germany might one day have to fight the Japanese on account of Kiaochau, but it was, he hoped, a possibility which would never become a reality. The General spoke in the highest terms of admiration of the Japanese Army and of the extraordinary performances of their army against so formidable and fearless a foe as Russia. It was impossible, he said, for any words to do justice to the devotion and intrepidity of the Japanese troops. For his part he could only say that it would be against all the laws of nature to expect that a nation so virile as the Japanese should neglect to develop its resources, nor did he know where the Chinese could obtain more capable instructors for their navy and army than were to be found in Japan. It was impossible, he said, for any words to do justice to the devotion and intrepidity of the Japanese troops. For his part he could only say that it would be against all the laws of nature to expect that a nation so virile as the Japanese should neglect to develop its resources, nor did he know where the Chinese could obtain more capable instructors for their navy and army than were to be found in Japan. The General added that he was firmly convinced that if the Russians did not conclude peace very shortly they would be blotted out of the history book of the world for an indefinite number of years.

In the course of the evening questions were addressed to Herr von Krabner as to the probable fate of Wei-hai-wei after the war. Would not Wei-hai-wei be menaced by the war? The General added that he was firmly convinced that if the Russians did not conclude peace very shortly they would be blotted out of the history book of the world for an indefinite number of years.

COTTON IN THE PHILIPPINES.

The man who will discover a way to successfully fight the boll weevil in the Philippines will perhaps the greatest thing that has yet been done for the industrial welfare of the islands. At present, says the *Cablenews*, there is imported into the archipelago in the neighbourhood of two and a half millions of dollars worth of cotton goods every year. According to Professor W. S. Lyon, of the Bureau of Agriculture, who has been conducting careful and protracted experiments, cotton flourishes throughout the Philippines in a way that would make it the heart of a planter in the south of the United States, and its quality is of the very best. But alas! the boll weevil, thought by experts to be a variety peculiar to the Philippines, is abroad in the land and, as in Texas, man has not been able to cope with it.

So far Professor Lyon has discovered three places in the archipelago which grow cotton and which the weevil has not invaded. These are the lake region near Tiau, San Juan de Boe-Boc, on the south-east border of Basangas on the edge of Tabas and the district of Illocos Sur and Ilocos Norte. Whether the weevil does not find these places congenial, or whether it has not yet discovered them, the professor is undecided.

At San Juan de Boe-Boc about 30,000 pounds a year are grown, and in the two northern provinces about 100,000 pounds. Wherever the cotton grows its growth and quality is remarkable, so long as the weevil leaves it alone. San Island cotton Professor Lyon considers the most promising of all for the Philippines, provided of course that the weevil can be got rid of. He described this variety as being quite the equal if not the superior of that grown back in America.

SHANTUNG AND JAPAN'S ADVANCE IN CHINA.

At a meeting of the Deutsch-Asiatische Gesellschaft held in Berlin on March 16th, the political and economic effects of the Russo-Japanese War were discussed. The meeting was largely and influentially attended. The paper read was a lecture entitled "Our Aims and Achievements in Shantung and the Japanese Advance in China," delivered by Herr von Krabner, the director of the Deutsche Gesellschaft fuer Bergbau und Industrie in Shantung.

According to the report in an English paper, after dealing with the subject of German railway and mining enterprises in Shantung, Herr von Krabner dealt with the main object of his discourse, which was to impress the world with the imminence of the "Yellow Peril." He said, in effect, that while the attention of Europe and America had been absorbed in watching the progress of the Manchurian campaign, Japan had been engaged quietly and had succeeded in effecting what amounted to nothing less than the "Jarrowing" of China. Since the beginning of the war Japan had succeeded in establishing her predominance both politically and economically in the Middle Kingdom. She was now occupying herself with the complete reorganisation of the Chinese Army, and was also carrying on, by means of proclamations and Chinese newspapers, a grand anti-foreign campaign. She was fomenting the hatred of the Chinese crowd against her British subjects by informing them that the British were enslaving and brutalising the coolies in South Africa. In addition to this anti-foreign campaign Japan, Herr von Krabner averred, was promoting an anti-dynastic movement, with the object of eventually placing Yuan Shikai, Vice-Emperor of China, on the Throne (!). That Vicerey was now completely in the power of the Japanese, and as he controlled all appointments in China it was obvious that no more fitting person could have been selected to play the role of a Japanese Li Hung-chang. It was a moral certainty that unless the advance of Japan could be checked the time would come when Germany would be compelled to defend Kiaochau and Shantung against her hosts. He believed and was convinced that when that moment arrived Germany would be able to count on the support of France and the United States, whose interests in Tonkin and the Philippines would be menaced in a scarcely less degree. But if the other Powers were unwilling to do this, Germany must take upon her own shoulders this "white men's burden." She must do this for the sake of her offspring who would never forgive the present generation if it allowed Japan to annihilate Germany in the Far East, and to obtain complete control over China. Above all things Germany must support the present dynasty against the machinations of Japan.

Dr. V. Schreyer-Rekow, president of the society, was as much concerned as Herr von Krabner as to the manner in which the Japanese were competing, not only against Germany, but also against Great Britain. He informed his hearers that the Japanese were rapidly driving British traders out of the Yang-tze Valley. They had monopolised the camphor trade, and were gradually obtaining control of the shipping interests in that region. British shipowners were no longer able to contend against their Japanese rival. He emphasised the statement made by Herr von Krabner, with reference to the reorganisation of the Chinese Army, and added that to his knowledge the Japanese Admiralty had mapped out a comprehensive plan for the construction of a new Chinese Fleet. The Japanese had decided by his statement that the army in the Far East, when the war opened, was hardly worth the name (no figures being given), but it is known that the troops did not exceed 60,000 men, practically tripling this on the ground that Emperor Nicholas desired to avoid war and therefore refrained from sending reinforcements, which surely would have provoked it.

The criticism of the War Office's failure to adequately supply Port Arthur is met by the statement that it was procured for a garrison of twelve battalions, the decision to put thirty battalions there being taken so late that the original calculations could not be remoulded.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Letter. P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that SUNDAY INDIAN CONDIMENTS bearing a forged Trade Mark or a Trade Mark so nearly resembling our Trade Mark, viz., the "Ship Brand," as is calculated to deceive, are being offered for sale to the Public, and the PUBLIC ARE WARNED not to buy such goods as they are liable to be seized. The "SHIP BRAND" is solely dealt in by P. D. GOTLA & CO.

Hongkong, 13th May, 1905. [1194]

TO LET.

No. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

Apply to— E. A. DE CARVALHO,

14, Arbuthnot Road,

Hongkong, 13th May, 1905. [1195]

TO BE SOLD OR LET.

HOTEL AMERICA, Wyndham Street, Good Rooms, well Furnished.

Apply to— H. PRICE & CO.

12, Queen's Road,

Hongkong, 13th May, 1905. [1196]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 15th day of MAY, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shaukiwan, in the Colony of Hongkong, for a term of 75 years, commencing from 14th March, 1904, with the option of renewing at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [1197]

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Useful Price.
1	Shaukiwan, Lot No. 49.	N.E. N.W. S.E. S.W.	ft. ft. ft. ft.	£	£
			82 82 12 12	054	1 394

INTIMATIONS.

WANTED.

ANSISTANT MATRON for a Boys' Boarding School.

Apply to— REV. F. T. JOHNSON,

St. John's Cathedral,

Hongkong, 9th May, 1905. [1164]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R., Care of Office of this Paper.

Hongkong, 16th May, 1905. [49]

NOTICE.

GEORGE THOMAS, For South China.

Hongkong, 12th May, 1905. [1188]

INTIMATIONS.

NOTICE.

APPICATIONS are invited for the appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st July next in the Government Civil Medical Department of Hongkong.

Applicants must be of British parentage and not under 23 years of age.

Applications in the Handwriting of the applicant, with Certificates of Character, etc., should be forwarded to the Principal Civil Medical Officer, at the Government Civil Hospital, not later than NOON of the 9th proximo. Salary, etc.—\$140 rising by annual increments of \$50 to \$600 per annum, with uniform, attendance, free furnished quarters and an allowance of \$84 per annum for fuel and light.

Full particulars may be had on application. FRANCIS CLARK, Principal Civil Medical Officer. Government Civil Medical Department. Hongkong, 12th May, 1905. [1190]

ESTATE OF THE LATE KAVASJI BYRAMJI TAVARIA.

ALL Persons having Claims against the above Estate are requested to send in particulars of same to the undersigned within SEVEN DAYS from date.

HORMASJEE RUTTONJEE,

Executor of above Estate.

Hongkong, 11th May, 1905. [1184]

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, TO-DAY (SATURDAY), the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

Hongkong, 9th May, 1905. [1177]

TASIE

FUSSELL'S Pure Rich Thick CREAM

Also ONCE

and you will have no other. Delicious with Fruits.

Colonists, Miners, Sailors, Yachtmen, Hotel Proprietors, in fact "Everybody" in all parts of the Globe have pronounced it as "Simply Delicious."

Solo Agent.

H. RUTTONJEE,

For South China.

Hongkong, 12th May, 1905. [1188]

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. Ernest J. Moss, the late Manager of our Foothow Branch, who is no longer in the employ of our Firm.

DODWELL & CO. LTD.

Hongkong, 9th May, 1905. [1173]

NOTICE OF REMOVAL.

THE OFFICE of LUTGENS, EINSTMANN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

NOTICE.

OND after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALMIRA FRANCIS THOMAS.

GEORGE THOMAS.

Hongkong, 6th May, 1905. [1166]

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also Speak the Chinese Colloquial fluently. Excellent References.

Apply to— C. R.

Care of Daily Press Office.

Hongkong, 29th April, 1905. [1102]

NOTICE.

WITH CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMENS & CO.

Hongkong, 3rd October, 1906.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMENS & CO.

Hongkong, 3rd October, 1906.

MUSIC.

PIANO AND SINGING.

MRA. A. GALUZZI is prepared to take pupils at his studio in the CITY HALL or at their residences.

For terms, etc., apply to the above, care of Robinson Piano Co.

Hongkong, 19th April, 1905. [102]

REMOVAL OF THE TAI-SHEK BARRIER, BACK BEACH.

NOTICE IS HEREBY GIVEN that the Steam Dredger *Canton River* will commence work at the TAI-SHEK BARRIER on the 20th inst.

Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacon.

The Dredger will exhibit by night the usual lights of a vessel at anchor—i.e.—A white anchor light forward, and a stern light.

J. HOWELL MAY,

Harbour Master.

Approved,

F. J. MAYER,

Acting Commissioner of Customs.

Custom House,

Canton, 3rd May, 1905. [1158]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,363 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure—From Hongkong at 9 A.M. arriving at Macao about NOON. Hour of departure—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

FARES—

First Class Single \$2 ... Return \$4.

Second Class Single \$1 ... Return \$2.

Children under 12 half price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD,

Secretary.

Hongkong, 3rd May, 1905. [1184]

INTIMATIONS.

NOTICE.

APPICATIONS are invited for the appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st July next in the Government Civil Medical Department of Hongkong.

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Full particulars may be had on application.

FRANCIS CLARK,

Principal Civil Medical Officer.

Government Civil Medical Department.

Hongkong, 12th May, 1905. [1190]

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Executor of above Estate.

Hongkong, 11th May, 1905. [1184]

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C. P. CHATER.

Hongkong, 9th May, 1905. [1177]

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and you will have no other. Delicious with Fruits.

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DODWELL & CO. LTD.

Hongkong, 9th May, 1905. [1173]

NOTICE OF REMOVAL.

T

SHIPPING

ARRIVALS

CHINA, British str., 1,142 G. Hooker, 12th May.—Tientsin via Swatow 11th May, General—Butterfield & Swire.
DECIDE, French gunboat, 64t, L'Eost, 12th May—from Kwangchauwan.
FORTRESS, German str., 12th May—from Canton.
HAIKAN, British str., 1,163, J. S. Roach, 12th May.—Foochow via Amoy and Swatow 11th May, General—Douglas Laprade & Co.
HEATHAWK, British str., 2,075, Muller, 12th May.—Amoy 9th May, Coal—Doddwell & Co.
HINNANG, British str., 1,536, W. S. Sawyer, 12th May.—Wuhu 6th May, Rice—Jardine, Matheson & Co.
LOCOK, German str., 1,029, G. Schultzen, 12th May.—Bangkok via Swatow 4th May, Rice and W. od.—Butterfield & Swire.
ONHANO, British str., 1,757, T. J. Davies, 12th May.—Manila 10th May, Bellast—Jardine, Matheson & Co.
POLUX, Norwegian str., 779, C. Svendsen, 12th May.—Manila 9th May, General—Aarud, Thoren & Co.
TEAN, British str., 1,346, C. Lindbergh, 12th May.—Manila 9th May, General—Butterfield & Swire.
THEMIS, Norwegian str., 1,292, T. Thomassen, 12th May—Kohia via Moji 6th May, General—Chinese.
WOSANG, British str., 1,227, Melkin, 12th May.—Tientsin & Chefoo 7th May, General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
12th May.

Chili, British str., for Canton.
Eger, Norwegian str., for Tientsin.
Mawang, British str., for Sandakan.
M. Strive, German str., for Mauritius.
Zafiro, British str., for Manila.

DEPARTURES
12th May.

ANGOLA, British str., for Batavia.
CARL DIEDERICHSEN, Ger. str., for Haiphong.
CHOYANG, British str., for auction.
DEN OF KELLY, British str., for Yokohama.
ELAX, British str., for Shanghai.
FLORIDA, Norwegian str., for Saigon.
HINBANG, British str., for Canton.
KENNINGTON, British str., for Moji.
NINGCHOW, British str., for Nagasaki.
RAJAHUJI, German str., for Bangkok.
SEGOVIA, German str., for Hamburg.
SUNGKANG, British str., for Manila.
WOSANG, British str., for Canton.
YATHING, British str., for Canton.
YUENANG, British str., for Manila.

SHIPPING REPORTS

The British str. *Heathbank* reports: Fine weather, time or passage 2 days, 20 hours.

The British str. *Oncang* reports: Light N.E. wind and smooth sea.

The British str. *Haiyan* reports: Calm, hazy weather, light easterly wind.

The British str. *Chili* reports: Moderate breezes and dull. Very thick fog at times.

VESSELS PASSED ANJER.

12th May.
Kowloon Dock—See *Li*, *Pollux*, *Hulda*.
Cosmopolitan Dock—Gulf of Venice.

VESSELS ON THE BERTH

NAVIGAZIONE GENUALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ASIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Cogliolo, will be despatched at above TG-DAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 5th May, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Reeh, will be despatched for the above ports TO-MORROW, the 14th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 11th May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Captain McIntosh, will be despatched as above on MONDAY, the 15th May.

For Freight, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 12th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOS, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on SATURDAY, the 10th June, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which assures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

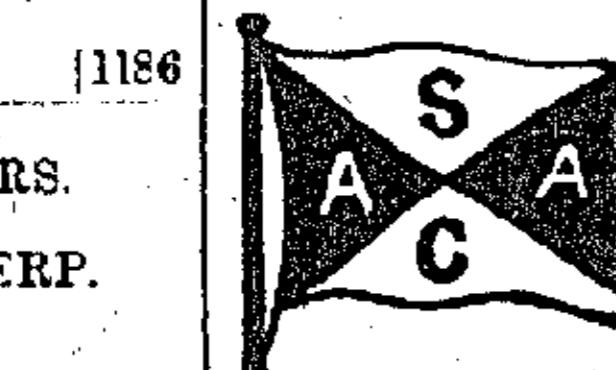
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 14th May, 1905.



AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ATHOLL" ... On 18th May, 4 P.M.
S.S. "NOEDPOL" ... On 15th June.
S.S. "INDRAWADI" ... On 25th July.

For freight and further information apply to

SHEWAN, TOME & CO.,

GENERAL AGENTS.

Hongkong, 12th May, 1905.

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS

LEAVING

TAMSUI VIA SWATOW AND AMOY ... "PROTEUS" ... SUNDAY, 14th May, 8 A.M.
SHANGHAI VIA SWATOW AND AMOY AND FOOCHOW ... "CARL MOLLER" ... TUESDAY, 16th May, 10 A.M.
ANPING VIA SWATOW AND AMOY ... "CLARA JEBSEN" ... WEDNESDAY, 17th May, 10 A.M.
TAMSUI VIA SWATOW AND AMOY ... "B. BJORNSEN" ... SUNDAY, 21st May, 8 A.M.
TAMSUI VIA SWATOW AND AMOY ... "ERITHJOF" ... SUNDAY, 21st May, 8 A.M.
TAMSUI VIA SWATOW AND AMOY ... "O. OLSEN" ...

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

OSAKA SHOSEN KAISHA.

Hongkong, 8th May, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTION

DESTINATION

VEHICLE'S NAME

FLAG & BIG

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

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FOR FREIGHT APPLY TO

TO BE DESPATCHED

Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTION

DESTINATION

VEHICLE'S NAME

FLAG & BIG

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

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VEHICLE'S NAME

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BERTH

CAPTAIN

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTION

DESTINATION

VEHICLE'S NAME

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

DAILY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
LASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
LASGOW and LIVERPOOL	"HYSON"	On 30th May.
LASGOW and LIVERPOOL	"PRIAM"	On 31st May.
LASGOW and LIVERPOOL	"GLAUCUS"	On 5th June.
LASGOW and LIVERPOOL	"FORTON HALL"	On 16th June.
LASGOW and LIVERPOOL	"YANGTSE"	On 18th June.
LASGOW and LIVERPOOL	"PROMETHEUS"	On 18th June.
LASGOW and LIVERPOOL	"AJAX"	On 25th June.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
ANTWERP, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"PRIAM"	On 20th July.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	STEAMERS	TO SAIL
For Freight, apply to— BUTTERFIELD & SWIRE, AGENTS.	"YANGTSE"	On 21st June.

Hongkong, 6th May, 1905.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 13th May.
SHANGHAI	"SHAOHSING"	On 16th May, 4 P.M.
MANILA	"TEAN"	On 16th May.
TSINGTAU, CHEFOO and TIENTSIN	"CHIHLI"	On 16th May.
CEBU and ILOIO	"SUNGKIAH"	On 23rd May.
CEBU and ILOIO	"KAIFONG"	On 25th May.

The attention of Passengers is directed to the superior accommodation offered by these Steamers. Bills of lading to all Yangtze and Northern China Ports. Taking Cargo on through bills of lading to all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th May, 1905.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 31st May.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 21st June.
R.M.S. "TARTAR" 4,428 Tons. WEDNESDAY, 12th July.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. via St. Lawrence 180, via New York 522
Hongkong to London, 1st Class. Intermediate on Steamers, 240. " 242
and 1st Class Rail 240. " 242

THIS magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the ATLANTIC OVERLAND TEAMS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to:

D. E. BROWN, General Agent,
9, Circular Street.

[1]

VESSEL ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
JAPAN—CHINA—AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHN, MATUPU, BRISBANE, SYDNEY AND MELBOURNE.
ON TUESDAY, the 30th May, 1905, at NOON;
The Steamship "PRINZ SIGISMUND," Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD,
For Further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 4th May, 1905. [1139]

FOR NEW YORK
VIA PORTS AND SUZI CANAL
WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship "KENNEBEC" will be despatched end of June.

For Freight & further information, apply to
STANDAARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department
4, Des Voeux Road, Central.

Hongkong, 2nd May, 1905. [1118]

SHIPPING IN PORT.

STEAMERS,
BANGKOK, German str. 1,237, Busone, 7th May.
—Bangkok 27th April, Rice.—Butterfield & Swire.

HOOGSTAD, Norwegian steamer, 1,981, S. H. Gulliksen, 29th April.—Wuhu and Chinkiang 4th May.—General—Asgaard, Thoresen & Co.

BEAND, Norwegian str. 1,519, J. Johnsen, 5th May.—Wuhu and Chinkiang 2nd May, Rice and Groundnuts—Chines.

CHONGKING, British str. 1,424, Feb. 11th May.—Shanghai via Swatow 6th May.—General—Jardine, Matheson & Co.

DAGNY, Norwegian str. 883, A. Abrahamson, 10th May.—Nanchang via Chefoo 3rd May, General—Chines.

ERNA, German str. 963, Terpehn, 16th March.—Germany 1st January—General—Order.

FOOSHING, British str. 1,423, T. Arthur, 10th May.—Wuhu 5th May and Chinkiang 5th May.—Rice and Oil.—Jardine, Matheson & Co.

FORSTECK, German str. 1,814, Oberholz, 9th May.—Newport 16th Jan. and Hongkong Bay 5th May, Ballast.—Jesens & Co.

GULF OF VENICE, British str. 1,883, T. H. Cook, 7th May.—Manila 4th May, General—Order.

HAILAN, French str. 377, L. Andersen, 11th May.—Pohko and Hoitow 10th May, General—A. R. Marti.

HELLAS, German str. 1,539, H. Rohde, 9th May.—Wuhu and Chinkiang 4th May, General—Siemens & Co.

HOPSANG, British str. 1,359, J. M. Hay, 11th May.—Hongkong 9th May, Coal.—Jardine, Matheson & Co.

ISCHIA, Italian str. 2,784, Andrea Cagliari, 5th May.—Bombay 17th April and Singapore 29th General—Carlovi & Co.

KUMSANG, British str. 2,077, E. J. Buller, 8th May.—Calcutta 23rd April and Singapore 3rd May, General—Jardine, Matheson & Co.

KWANGLEE, Chinese str. 1,465, R. Lincoln, 9th May.—Shanghai 5th May, General—C. M. S. N. Co.

LISA, Swedish str. 1,577, Horndahl, 31st April, Kob.—23rd April, General—Chinese.

MACQUARIE, British steamer, 2,073, St. John George, 25th April.—Moj 21st April, Coal.—Gibb, Livingston & Co.

MATHILDE, German steamer, 678, Uldern, 11th May.—Pakhoi 7th May and Hoitow 10th May.—General—Jesens & Co.

MAUSANG, British str. 1,644, R. Honghton, 30th April.—Sandakan 24th April, Timber.—Jardine, Matheson & Co.

MICHAEL JENSEN, German str. 2,40, H. Borchsen, 20th April.—Hamburg via Singapore, Cebu and Manila, 21st Feb., Balash.—Jesens & Co.

NEUMÜHLEN, German str. 2,93, Fischer, 8th May.—Cardiff and Cambray Bay 5th May, Ballast.—Jesens & Co.

NORD, Norwegian str. 730, Georg Haraldsen, 10th May.—Saigon 3rd May, General—A. R. Marti.

PROSPER, Norwegian str. 1,024, C. Moller, 10th May.—Swatow 9th May, Ballast.—Bra & Co.

QUEEN ELEANOR, British str. 3,573, Arch. C. 9th May, 9th May.—Mororan 30th April, Coal.—Dawell & Co.

TOLOSAN, German str. 2,200, Rose, 14th April.—Lingtan 8th April, Coal.—Jesens & Co.

TAIWAN, British str. 1,450, W. B. Brown, 10th May.—Koia 4th May, General—Butterfield & Swire.

TSINTAU, German str. 1,002, O. Koch, 6th May.—Kobochiang (Bangkok) 30th April, Rice, General and Wood.—Butterfield & Swire.

For Freight, apply to—
GIBR, LIVINGSTON & CO., AGENTS.

Hongkong, 11th May, 1905. [1]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN" Captain C. Williamson.
S.S. "INDRAVELLI" Captain S. Collington.
S.S. "COUETFIELD" Captain J. W. Martin.
S.S. "CRANLEY" Captain W. E. Steel.
S.S. "IKBAL" Captain M. Robertson.
S.S. "ASCOT" Captain G. E. Cox.
S.S. "SIXX" Captain J. Rowley.
S.S. "INKULA" Captain Dean.
S.S. "KATHERINE PARK" Captain Copp.

For Freight, apply to—
GIBR, LIVINGSTON & CO., AGENTS.

Hongkong, 10th February, 1905. [19]

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POST OFFICE NOTICES.

The *Polyesian*, with the French mail of the 15th April, will leave Saigon on Friday, the 12th instant, at 4 p.m., and may be expected here on or about Monday, the 15th instant. This packet brings replies to letters despatched from Hongkong on the 11th March.

MAILED Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.36 every morning. On Sunday the mail for Macao will be closed at 8 a.m.

Mails for MACAO per s.s. *Wingfield* will be closed every week day at 5 p.m.

Mails for NAMTAO, SANBUE, KONGMOON, KUMCHUK, SAMSHUI, WUCHOW and CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.

*No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

PORT PER DATE.

PORT	PER	DATE.
Saigon		Saturday, 13th, 10.00 A.M.
Bangkok		Saturday, 13th, 11.00 A.M.
Sandakan		Saturday, 13th, 11.00 A.M.
Manila		Saturday, 13th, 11.00 A.M.
Singapore, Penang and Bombay		Saturday, 13th, 11.00 A.M.
Macao		Saturday, 13th, 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Saturday, 13th, 11.00 A.M.
Swatow and Bangkok		Saturday, 13th, 11.00 A.M.
Swatow, Amoy and Tamsui		Saturday, 13th, 11.00 A.M.
Swatow, Amoy and Foochow		Saturday, 13th, 11.00 A.M.
Macao		Saturday, 13th, 11.00 A.M.
Kongmoon, Kunchuk, Shihlung and Takking		Saturday, 13th, 11.00 A.M.
Europe & Co., India via Taticorin		Saturday, 13th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Saturday, 13th, 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Saturday, 13th, 11.00 A.M.
Macao		Saturday, 13th, 11.00 A.M.
Singapore, Penang and Calcutta		Saturday, 13th, 11.00 A.M.
Tsingtao, Chiaoo and Teitseu		Saturday, 13th, 11.00 A.M.
Shanghai		Saturday, 13th, 11.00 A.M.
Manila		Saturday, 13th, 11.00 A.M.
Macao		Saturday, 13th, 11.00 A.M.
Tientsu		Saturday, 13th, 11.00 A.M.
Shanghai		Saturday, 13th, 11.00 A.M.
Kongmoon, Kunchuk, Shihlung and Takking		Saturday, 13th, 11.00 A.M.
Singapore, Sourabaya and Samarang		Saturday, 13th, 11.00 A.M.
Macao		Saturday, 13th, 11.00 A.M.
Manila		Saturday, 13th, 11.00 A.M.
Europe & Co., India via Taticorin		Saturday, 13th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Saturday, 13th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Saturday, 13th, 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Saturday, 13th, 11.00 A.M.
Macao		Saturday, 13th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria B.C., and Tacoma (Wash.)		Saturday, 13th, 11.00 A.M.
Cebu and Iloilo		Saturday, 13th, 11.00 A.M.
SHANGAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULEU and SAN FRANCISCO		Saturday, 13th, 11.00 A.M.
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Saturday, 13th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		Saturday, 13th, 11.00 A.M.
Euroe, &c., India via Taticorin		Saturday, 13th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Saturday, 13th, 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Saturday, 13th, 11.00 A.M.
Cebu and Iloilo		Saturday, 13th, 11.00 A.M.
Friedrich Willemsen, Herbertshe		Saturday, 13th, 11.00 A.M.
Matupi, Brisbane, Sydney and Melbourne		Saturday, 13th, 11.00 A.M.

TO-DAY.

Sale, Japanese Curio, &c., Sales Rooms, Morris Hughes & Bough, 2 p.m.
Sale, Household Furniture, Sales Rooms, Mr. V. J. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

12th May.

ON LONDON.—	Telegraphic Transfer	1/10 th
Bank Bills, on demand	1/10 th	
Bank Bills, at 30 days' sight	1/10 th	
Bank Bills, at 4 months' sight	1/10 th	
Credits, at 4 months' sight	1/10 th	
Documentary Bills, 4 months' sight	1/10 th	
ON PARIS.—		
Bank Bills, on demand	236	
Credits, at 4 months' sight	240	
ON GERMANY.—		
On demand	192	
ON NEW YORK.—		
Bank Bills, on demand	453	
Credits, 60 days' sight	464	
ON HONGKONG.—		
Telegraphic Transfer	140	
Bills, on demand	140	
ON CALCUTTA.—		
Telegraphic Transfer	140	
Bills, on demand	140	
ON SHANGHAI.—		
Bank, at sight	213	
Private, 30 days' sight	228	
ON YOKOHAMA.—		
On demand	323	
ON MANILA.—		
On demand—Pesos	323	
ON SINGAPORE.—		
On demand	51 p.c.p.m.	
ON BATAVIA.—		
On demand	1123	
ON HAIPHONG.—		
On demand	14 p.m.	
ON SAIGON.—		
On demand	14 p.m.	
ON BANGKOK.—		
On demand	615	
SOVEREIGN, Bank's Buying Rate	10.50	
GOLD LEAF, 100 fine per troy	55.29	
SILVER, per oz.	263	

OPIUM.

12th May.

Quotations are—	Allow's net to 1 catty.
Malwa New	\$1120 to — per pds.
Malwa Old	\$1240 to — "
Malwa V. Old	\$1320 to — "
Persian fine quality	\$1000 to — "
Persian extra fine	\$1020 to — "
Patna New	\$1273 to — per chwt.
Patna Old	\$ — to — "
Banaras New	\$1097 to — "
Banaras Old	\$ — to — "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. str. *Doric*, from San Francisco to the 13th ult. via Honolulu, left Yokohama for this port via Kobe, &c., on the 3rd May, and is due here on the 20th May.

The P. M. str. *Manchuria* leaves Kobe on Sunday, the 14th May, at midnight, for this port via Nagasaki and Shanghai, and is due here on the 20th May.

THE FRENCH MAIL.

The M. M. str. *Polyesian* will leave Saigon on Friday, the 12th May at 4 p.m. for this port.

JOINT STOCK SHARE.

Hongkong, 12th May.

COMPANY.	PAID UP.	QUOTATIONS.
Allahbra Banks	\$200	\$100, buyers
Hongkong & Shai.	\$125	\$795, London, 280.
National Bank of China	\$5	\$87, buyers
A. Shares	12s.	\$54, buyers
Bell's Asbestos E. A.	6d.	\$54, sellers
China-Borneo Co.	\$10	\$13, sellers
China Light & P. Co.	\$10	\$89, buyers
China Provident	\$10	\$81, sellers
Cotton Mills		
Ewo.	50	Ths. 3 ¹ / ₂ , buyers
Hongkong		\$10, sellers
International	75	Ths. 4 ¹ / ₂ ,
Laon Kung Mow	100	Ths. 4 ¹ / ₂ ,
Soychow	500	Ths. 180, sellers
Dairy Farm	38	Ths. 70, sellers
Docks and Wharves		
Farnham & B. Co.	100	Ths. 15 ¹ / ₂ , buyers
H. & K. Wharf & G.	\$50	\$105, sellers
H. & W. Dock	\$50	\$204, sellers
New Amoy Dock	\$63	\$210, sellers
Shui & H. Wharf	100	Ths. 18 ¹ / ₂ , sales
Penwick & C. Geo.	\$25	\$23, sellers
G. Island Coment.	\$10	\$26 ¹ / ₂ , sellers
Hongkong & Gas	\$10	\$100, buyers
Hongkong Electric	\$10	\$17, buyers
Do. New	55	\$114, buyers
H. H. L. Tramways	\$100	\$273, sellers
Hongkong Hotel Co.	\$25	\$144, buyers
Hongkong Ice Co.	\$25	\$212, sales
Hongkong Hope Co.	\$30	\$151, sellers & buy
H'kong S. Waterboat	\$10	\$174,
Insurance		
Canton	\$70	\$400, buyers
China Fire	\$20	\$80, sales & sellers
China Traders	\$25	\$57, buyers
Hongkong Fire	\$50	\$402, as & sel.
North China Union	25	\$14 ¹ / ₂ ,
Thursday	18th	200 p.m.
Friday	19th	200 p.m.
Saturday	20th	1900 A.M.
Sunday	21st	10.00 A.M.
Monday	22nd	10.00 A.M.
Tuesday	23rd	11.00 A.M.
Wednesday	24th	10.00 A.M.
Thursday	25th	3.00 P.M.
Friday	26th	3.00 P.M.
Saturday	27th	10.00 A.M.
Sunday	28th	10.00 A.M.
Monday	29th	11.00 A.M.
Tuesday	30th	11.00 A.M.
Wednesday	31st	10.00 A.M.
Thursday	1st	11.00 A.M.
Friday	2nd	11.00 A.M.
Saturday	3rd	10.00 A.M.
Sunday	4th	10.00 A.M.
Monday	5th	11.00 A.M.
Tuesday	6th	11.00 A.M.
Wednesday	7th	10.00 A.M.
Thursday	8th	10.00 A.M.
Friday	9th	10.00 A.M.
Saturday	10th	10.00 A.M.
Sunday	11th	10.00 A.M.
Monday	12th	10.00 A.M.
Tuesday	13th	10.00 A.M.
Wednesday	14th	10.00 A.M.
Thursday	15th	10.00 A.M.
Friday	16th	10.00 A.M.
Saturday	17th	10.00 A.M.
Sunday	18th	10.00 A.M.
Monday	19th	10.00 A.M.
Tuesday	20th	10.00 A.M.
Wednesday	21st	10.00 A.M.
Thursday	22nd	10.00 A.M

CHILDREN OF FAR CATHAY,

A SOCIAL AND POLITICAL NOVEL.
BY
CHARLES J. H. HALCOMBE,
HON. MEMBER OF CHINA REFORM PARTY.Author of "The Mystic Flower Land,"
"Travels in the Transvaal," &c., &c.

WITH NOTES BY THE AUTHOR.

DRAPIECE.

In this work I have endeavoured to give a true and unexaggerated description of the domestic life of the Chinese; of the ideas, customs and superstitions which influence and characterize them of the unique and artistic beauty of their architecture; and particularly of the cruel system of bondsmen and slaves imposed upon them by their ancient rulers. The qualities of the Chinese are related herein more essentially Oriental, and are in daily use among the people of the "Middle Kingdom." I may add that the religious and political arguments advanced by the various characters introduced in the story, do not necessarily coincide with the Author's opinions but are given as purely from a Chinese point of view.

INTRODUCTORY CHAPTER.
A young girl, passing by fair and, I regret to say, equally hideous, possessing what some authors are wont to describe as a "profusion of rippling auburn hair," and the proverbial "luminous eyes;" and a dark and somewhat tall young man, well set, though slender, and decidedly handsome, were standing together in an old-fashioned garden bordering upon the Lancashire coast. I may add that it was a pleasant spot, from which a glimpse of the distant sea was obtainable on that sultry July morning, in the year 1896, of which I am speaking.

Laura Bashley and Herbert Montrose were the names of the aforesaid persons, and they were facing one another with hands clasped, as if in the act of love-taking. She was looking rather perplexed and, perhaps, a little penitent, while he was regarding her fixedly and rather solemnly, and neither of them had spoken for some moments.

"Well, Laura," he at length said, speaking in a kind, manly voice, "as you remarked, I have been absent a considerable time and judging from what you have said, I presume that you grow tired of waiting and finally transferred your affections elsewhere. However, I thank you for having spoken frankly to me, for it has saved me much uncertainty. I will not spoil the pleasantness of our meeting by reproaching you, nor will I detain you much longer. All I have to add is that I hope your future life will be happy and prosperous."

"Indeed, Herbert," she said nervously, "I am sorry, very sorry for you."

"You are most sympathetic, Laura," he answered rather ironically, "but I do not wish to pity you for there are many pursuits in this world upon which to concentrate one's thoughts and energies—good and enabling pursuits which wean us from the sorrows of life."

Having said this, he pressed her hand and saying good-bye, turned from her and walked away.

When he had gone, this foolish young lady began to feel remorseful, and probably for the first time she realised what a worthy fellow he really was. She would have called him back, but, being ashamed to do so, threw herself down upon a seat and collapsed into tears; and thus they parted.

Montrose had been serving for some years in the British Government service of India and on landing in England was grieved to hear that his father, who resided at Arch Hall, near Canterbury, in the country of Kent, had suddenly died, leaving him practically alone in the world, though possessed of a goodly heritage. Then he sought the young girl whose memory he had honourably cherished during his absence, but only to be sorely disappointed in the discovery that she had already bestowed her affections upon another.

One Sunday morning, only a day or two after his sad interview with Miss Bashley, Montrose drove over to old Herne Church, where his parents had often taken him when he was a boy. The simple time-worn edifice seemed to have a soothing influence upon his restless and troubled mind, and brought back to his memory past days—the irresponsible days of happy youth, when the future was a broad pathway gilded with bright fancies and golden prospects. As it happened, the preacher was a missionary from China, a worthy, ever zealous man, who had spent twenty years of his life among the Chinese, and was anxious to enlist the support and sympathy of his countrymen in the Christian cause.

That service played a memorable and important part in the young man's life. He had hitherto, from a very early age, shown a strong inclination to enter the army, and, while in India, had received some military training in a volunteer corps; but his parents, particularly his father, had always reluctantly opposed, and in every way disengaged his martial ardour, so like a dutiful son, he had respected their wishes. But now a new and legitimate field for his enterprise and love of travel was unfolded to him, and, with the impulsiveness of dejection and the freedom of enthusiasm, he determined to follow in the footsteps of this worthy minister.

"How could I better honour the memory of my dear father and mother?" he said to himself, half rising from his seat; as if to openly avow his intention, and trembling in the excitement and inspiration of the moment as he made this solemn resolve.

When the service was over and the congregation had dispersed, he went into the Vestry and in a few words told the preacher that he had decided to become a missionary.

The good man looked surprised and yet pleased at this tall and handsome young fellow whom he seemed to hardly credit his assertion. However, the Rev. Montague Williams, for such was the Missionary's name, promised to call at Arch Hall on the following morning, which he did; and before the end of the week Herbert Montrose had resigned his appointment in the Government Service.

It was a calm, sunshiny morning. The sun came flickering through the swaying foliage of giant oaks, and casting its beams upon the mottled windows of Arch Hall. It was the dawn of an eventful day—a day which would be remembered by the humble folk who lived in the old village of Sturvy, and would be solemnly entered in the unwritten annals of that quiet place.

Although the hour was early, many people were passing along the drive which led to the Hall. Old and young were there quietly standing about the door, with their market-baskets full of fresh-gathered flowers; for they had come to pay their parting respects and offer their little tokens of gratitude to the son of the old squire, who had performed many acts of kindness in his time to these poor villagers.

At length the carriage came rambling along from the stables and stopped before the front entrance. Then all those good people of Sturvy gathered about the conveyance and put divers questions to the old retainer who grasped the reins; for only a few days ago they had buried their benevolent patron and had welcomed home the son, and now the latter was going away again.

Montrose had already made his last round of inspection, had visited all the familiar retreats of boyhood days, and now moved slowly through the broad hall where many fine faces seemed to smile tenderly from their gilded frames and commode long farewell. He lingered for some time among these old heirlooms, as if to imprint them upon his memory, and then passed out through the porch and stood upon the steps.

He appeared to be much moved by the sincere manifestations of respect and good will paid him by the simple-hearted throng outside, many of whom had known him as a boy; and, with uncovered head he thanked them for their kindly feeling and expressed what that all the friendly ties that now existed when parting, would still remain unchanged in absence and be gladly renewed when meeting. Then entering the carriage he bowed good-bye, and soon afterwards Arch Hall and the peaceful village were left behind among the sacred haunts of the past.

CHAPTER I.—THE NEW YEAR.

I must ask the reader to accompany me in imagination to that vast and remote "pagan land," grandiloquently called the "Celestial Empire," of whose inhabitants we know so little, and which even to this day remains shrouded in almost impenetrable mystery. My story opens in the small city of Lien in the province of Kwang-tung, about one hundred and thirty miles to the north-west of Canton. In this world-forgotten place the tide of human life had flowed for generations and generations uninterrupted by Western civilisation, and untroubled upon the noisy, hurrying footsteps of the much feared and despised *fan-quei*, or "foreign devil" as Europeans are universally denominated in China, so that everything remained in a primitive state of somnolent tranquillity characteristic of Oriental life, the very walls and buildings exhaling an odour of incalculable antiquity and imparting an air of respectable decay. The city was entirely encompassed by a wall and was oval in shape, and crossed at right-angles by two main streets which ran from gate to gate, the position of the latter corresponding as usual with the four cardinal points of the compass. These thoroughfares were lined on either side with shops, in front of which were suspended long, black and vermilion-coloured signboards and glazed paper lanterns with the proprietor's name and trade painted thereon in large gold, yellow or black characters. But now the shops were closed, and fluttering from each post, shutter and lintel were numerous oblong-shaped red papers speckled with gold; while sleeves of lighted "joss-sticks," placed on either side of the doorways and windows, perfumed the air with odours of sandalwood and garo, and were intended to propitiate the good spirits and pacify any evil ones which might be hovering about with questionable intentions. The Chinese fully believe that the earth is peopled with an infinite variety of supernatural beings, good and bad and indifferent, by whom the destinies of all mortals are liable to be influenced. These must either be liberally bribed or thoroughly scared—hence the incessant firing of crackers, accompanied by sounds of revelry which could now be heard—for the simple-minded inhabitants of Lien were celebrating with all due noise and display the great national holiday, the New Year. Had it not been for the crowds of gaily-dressed pedestrains and the sound of mirthful voices, the streets would have been unusually dismal and still, for no cart, bus or truck over ruffles over the roads of an inland Chinese city; and although at intervals one may be startled by the sharp musketry of fire-crackers, there is not the least possibility of being permanently deafened or periodically disturbed by the shrill scream of a whistle, the rush or rumble of a train, or, worse still, the hoarse music of a barrelorgan or street-band. The sights and sounds of the Far East entirely and often appreciably differ from those of the West. In China you never see a drunken man and from sunrise to sunset the only sounds heard are the occasional clatter of a horse's hoof, the tinkle of mule-bells, the dawning voice of a pedlar or the hollow tap of his bamboo castanet, the sharp bark of a dog, the almost silent tread of straw-sandalled chair-bearers, or burred coolies, and the drowsy squeaking of a strangely-fashioned wheelbarrow which carries passengers as well as goods. The long sultry days and Sundayless weeks pass silently, slowly and uneventfully away into centuries, without the least visible change; for nothing less than an earthquake or revolution will ever faintly ruffle the smooth surface of Chinese domestic life. When disturbed, however, it soon composes and reconciles itself; and its bold reformers are apt to find themselves gradually immersed in, and eventually engulfed by, one of the most ancient and ingenious civilisations the world has ever known.

In the centre of the city stood the Taota's Yamen, which we shall visit later, and near it were the abodes of the principal residents, among whom was one Mr. Hung Fong, a rich rice merchant, who occupied a large, but secluded corner-house, situated nearly opposite the city temple and at the side of the market-place. As the Hung family is destined to play an important part in these pages, we will proceed to enter their abode and make their acquaintance; for the Chinese New Year is a very appropriate and auspicious time for such doings—at least, so the wise people of the "Middle Kingdom" have led me to believe.

When building his house, Mr. Hung Fong had refrained from giving it a pretentious aspect outside, being desirous of having a plain abode without the least exterior display: the sort of place that an avaricious Mandarin would pass without much likelihood of his inherent curiosity or covetousness being aroused; a pretension which any Chinese civilian of means would duly appreciate and understand.

Consequently a very poor idea of the interior of the building was given by the outside architecture, which merely consisted of a moderately high mud and mortar wall and a solid wooden door, which opened into a somewhat squat-looking yard, paved with cobble-stones and flanked by three small box-like rooms in which the chair and house coolies were lodged. Several of the former, dressed in plain blue dragon-cloth and wearing immense mushroom-like bamboo sun-hats, could be seen lolling about, some smoking long thin-stemmed pipes with tiny bowls only capable of holding pinches of the hay-like tobacco they smoke, and others fipping off strings of crackers. Though a winter month the weather was warm, and their legs and feet were quite bare except for a pair of straw sandals, which were only intended to protect the soles of the feet.

Crossing the yard you come to a roofed building, or loge, with a plain, slate-coloured brick wall pierced in the centre by a small but massive door, which was strictly guarded by a venerable-looking porter named Ho Tai, an old and trusty retainer, who was dressed in silken holiday attire. He lived in the narrow space between the two walls which formed a barrier between the outer and inner premises. Having passed through the first door, you took a few steps forward and were confronted by a large, double-leaved wooden gate through which you were ushered into a spacious courtyard open in the centre to the sky and paved with red tiles. Arrived here, the severe simplicity which had hitherto characterised the architecture was succeeded by unmistakable indications of wealth and affluence.

At length the carriage came rambling along from the stables and stopped before the front entrance. Then all those good people of Sturvy gathered about the conveyance and put divers questions to the old retainer who grasped the reins; for only a few days ago they had buried their benevolent patron and had welcomed home the son, and now the latter was going away again.

PERHAPS YOUR TROUBLE

IS KIDNEY DISEASE.

Kidney disease comes on quietly—may have been in the system for years before patient suspected the real cause of his trouble. There may have been headaches, limb aches, neuralgia, sciatica, rheumatism, a nervous, irritable feeling, or a generally weak, tired feeling, weak heart, swelling of the flesh, puffy eyes, &c.

He did not know that these were symptoms of kidney disease, and so he doctor'd the symptoms, and not the kidneys.

Thus the trouble kept growing worse, until disturbances of the water appeared, or there was gravel, or retention of urine, or backache—or some such plain sign of kidney trouble that there could be no doubt.

Dean's Backache Kidney Pills should be taken at the first sign of anything wrong. There is no other safe way, because kidney diseases are the most dangerous of all, except consumption. Dean's pills strengthen the kidneys and help them to properly perform that most important of all functions—the filtering of the blood—help them to flush off, and carry away with the surplus water, all these impurities which the blood gathers up in its circuit of the body. In no other way can you be well.

All the chief chemists and medicine-dealers sell Dean's Backache Kidney Pills, price 2/9 for 1 box, or 15/9 for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

[73-20]

On either side of the open space were five roomy offices shaded by the far-spreading foliage of a species of oak with white Syringa-like blossoms which diffused an odour of violet, and across it walks of tessellated pavement, ornamented on either side by rows of high-blue and green-coloured flower stands, led to a broad flight of granite steps which extended along the entire frontage of an introductory building, the bricks of which were of an indigo-blue colour, evenly pointed in mortar, and in places decorated with skilfully-chiselled mouldings. These steps ascended to a long but incapacitated terrace, tastefully decorated with earthenware and china pots holding a choice collection of tropical plants and ferns intermixed with various coloured flowers. The curving eaves of the roof, which were supported by curiously carved pillars of stone, projected sufficiently to quite shelter this terrace, in the centre of which was a large wooden gateway painted red and in places richly gilded. This was the *donjon* of Hung Fong's castle, and when these portals and the similarly constructed inner ones were passed, the scene that presented itself was quite enchanting.

Up to the present position the eye had only encountered the usual signs of wealth and respectability distinguishing the residence of a Chinese gentleman of position, but now his luxurious refinement and elegant tastes became more apparent and profuse at each forward step.

In front of you lay a commodious garden-like enclosure with here and there small buildings, most of which were under separate roofs. These were surrounded by artistically designed pieces of rock-work and shaded by leafy trees, overhanging creepers and clumps of graceful bamboos, which waved their feathery plumes to the softest airs; while a miniature lake, where gold-fish sported and splashed, completed the beauty of the sylvan scene. To the right nestling among glistening foliage interspersed with pale-pink blossoms, stood the Reception Hall, the outer walls of which were ornamented with large medallion-like pictures of flowers, fruits, and birds. The interior was paved with fine marble tiles, the furniture comprising a *kang*, or raised platform with tables and two arm-chairs,* several elaborately carved ebony chairs and settees with marble seats, a couple of round tables and four small console tables of similar workmanship and material; the walls being hung with oblong-shaped scrolls containing pictures illustrating historical and legendary scenes, and texts from the writings of Confucius and Lao-tze. To the left of this building was the Ancestral Hall, the exterior walls of which were of blue-coloured brick, elaborately decorated with rustic scenery done in stucco-work. On entering this sacred edifice the eye at once fell upon a long altar, covered with gorgeously embroidered red cloth, which occupied the centre of the opposite wall. Upon this were arranged the family tablets, a large image of the God of Wealth—which generally received a proportionate amount of homage and heard the most devout invocations—also a hideous impersonation of the Yew Wang, or Creator of Heaven and Earth, and a number of smaller idols intended to represent the deities supposed to preside over the chief doors of the establishment. In front of these, gilded "josses" were placed a varied assortment of lighted sacrificial candles, made of red-coloured wax, and libations of pure Fukien tea, besides other offerings of sweet cakes, sugar-plums, melon-seeds and boiled rice, with which to regale themselves during this festive season; while burning "joss-sticks" enveloped them in clouds of fragrant smoke.

Lying further back in this spacious enclosure were the sitting rooms and dining halls for the male and female members of the household; while the sleeping apartments of the latter were situated on a first floor, along the front of which ran a gallery-covered balcony. Most of these upstairs rooms, which were used exclusively by the ladies, communicated by means of sliding panels and by circular and pear-shaped doorways that pierced the wooden partitions which separated them. They were plainly but well furnished in the ordinary style, the floors being finely tiled and in the centre covered with light matting bearing coloured designs; and the walls, though frescoed in places, were only decorated with a few scrolls. The Chinese are quite Teutonic in the severe simplicity of their household paraphernalia which, however, is eminently adapted for the warmth of the climate, the ebony, marble-seated chairs and settees being particularly cool and pleasant.

Standing in the middle of the reception-hall was a venerable but still handsome and stalwart man. His face was clean shaven, his features well defined, his eyes bright and large, and his countenance open and good-natured; while his lofty and firm mouth betokened strength of intellect and character. This was the worthy Mr. Hung Fong—a typical Son of Han, and a fine specimen of the simple-minded, home-loving, industrious men who from times immemorial have upheld the honour and dignity of a civilisation as ancient and ingenuous as it is refined and unique. For many generations the Hung family had honourably lived and died in that city, and among its present inhabitants the wealthy rice-merchant numbered almost as many relations as friends.

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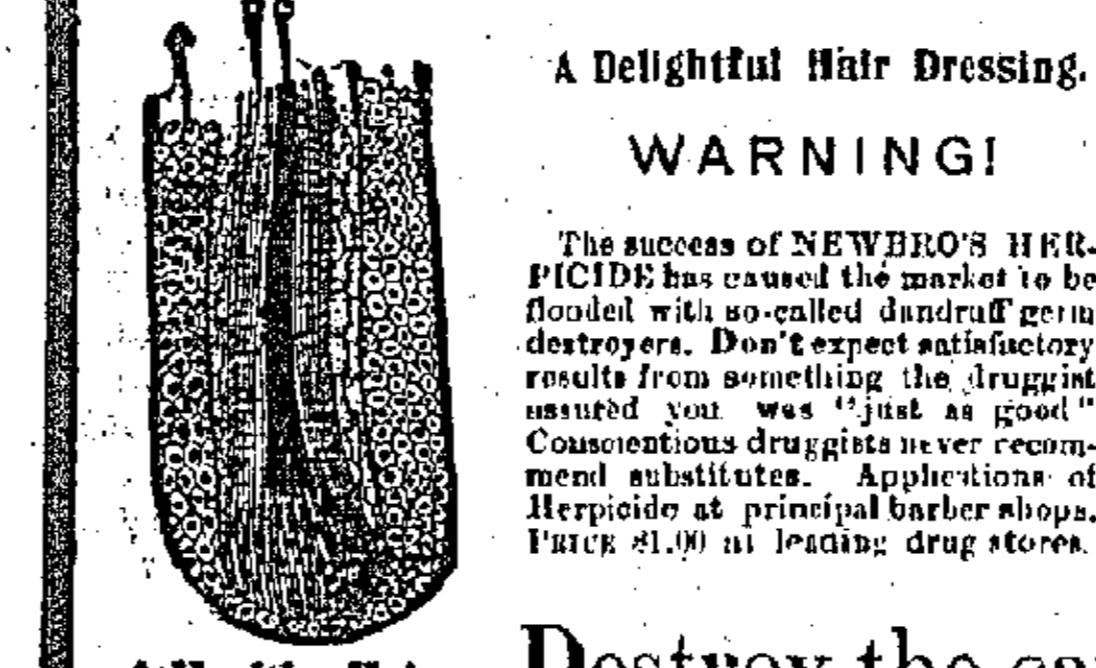
NEWBRO'S

Kills the germ that causes dandruff and falling hair, but it must be used before the hair follicles are completely destroyed.

Consider why the change was wrought.

You'll find it his misfortune, not his fault.

Addison's familiar lines apply particularly to the unfortunate gentleman portrayed in the drawing, for when he was a boy, Prof. Unna, Europe's greatest dermatologist, had not yet discovered that a microbe is the underlying cause of dandruff, falling hair and baldness. Indifference to baldness on the part of some young men is one of the surprising conditions formerly met with, but there was a good reason for this indifference. The old world did not know dandruff to be a very contagious disease. In fact, it was regarded as a perfectly normal condition. The falling hair and itchy scalp, that followed dandruff, was regarded as a matter of course. Baldness often appeared to "run" in certain families, but a single overworked hair-brush usually arranged this misfortune by planting the dandruff microbe in one scalp after another. Prior to Unna's discovery, medical men shot the entire pharmaceutical alphabet at falling hair, but it still continued to fall. Alcohol headed the list, then came Bay Rum, Borax, Bitter Apple, and Bear's grease. C proved favourite letter for hair treatment; it brought Capricorn, Castor Oil, and the beautiful green blistering bugs from Spain, called Cutharides. Cutharides was the king pin of all hair preparations during the dark ages of scalp knowledge, but fortunately for the people, its use is now confined to raising blisters on the skin. Speaking of it, a well-known scalp specialist says: "What on earth gave Cutharides its reputation in hair tonics is more than I know. It is the tradition of a century, and it is all nonsense. It cuts into the skin, causing inflammation, and it is made out of dead bugs, so that it furnishes the elements of decomposition upon which scalp microbes thrive. Its use upon the scalp should be forbidden by law." Quinine was a popular hair tonic when the discovery of the dandruff microbe completely exploded the "hair tonic" fallacy, and proved the absolute necessity of a germicide in hair care and preservation. Newbro's Herpicide is the first and only successful scalp germicide ever offered. It has been tested by hundreds of physicians, who continue to use it in their daily practice. Once kill the scalp microbe with Newbro's Herpicide, and dandruff will disappear; itchy scalp will cease, and falling hair stop, thus permitting NATURE, the only true "hair grower," to do its work. In many cases of acne, baldness, if the hair follicles are not completely destroyed, a full new crop of hair may be grown. Dr. N. A. Herring, of Benton Harbor, Michigan, writes "I have tested Newbro's Herpicide in several extreme cases of dandruff, and the results were very satisfactory."



A Delightful Hair Dressing.

WARNING!

The success of NEWBRO'S HERPICIDE is due to its power to be floated with so-called dandruff and hair follicle destroyer. Don't expect satisfactory results from something else. You were "just" as good. Considerable difficulties in finding permanent substitutes. Applications of Herpicide at principal barber shops. Price 8/- at leading drug stores.

A Healthy Hair.

Destroy the cause—you remove the effect. An Unhealthy Hair.

See window display at A. S. WATSON & CO., Special Agents.

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AN APPEAL.

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DEUTSCHE-ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

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DIRECTION DE LA MONTOUR GUERILLASCHAFINTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,

Manager.

Hong Kong, 1st April, 1905. [28]

INTERNATIONAL BANKING
CORPORATION.Fiscal Agents of the United States in China
the Philippines Islands and the
Republic of Panama.

CAPITAL AND SURPLUS.....\$10,000,000

AUTHORISED.....\$10,000,000

CAPITAL PAID UP.....\$9,947,200

RESERVE FUND.....\$3,947,200

HEAD OFFICE—New York.

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NATIONAL PROVINCIAL BANK OF ENGLAND
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BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of
Banking and Exchange business, receives
money in Current Account and accepts Fixed
Deposits at rates which may be ascertained on
application.

CHARLES R. SCOTT,

Manager.

20, Des Voeux Road,

Hong Kong, 23rd January, 1905. [1062]

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

SELLING RESERVE.....\$8,000,000

\$18,000,000

RESERVE LIABILITY OF PROPRIETEES \$10,000,000

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A. HAUFF, Esq.—Deputy Chairman.

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F. Salinger, Esq.

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MANAGER

Shanghai—H. E. E. Hunter.

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BANKING COMPANY, LIMITED.HONGKONG—INTEREST ALLOWED.
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Cent per Annum on the daily balance.

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For 3 months, 3% per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hong Kong, 10th May, 1905. [23]

THE
YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED....Yen 24,000,000

CAPITAL PAID-UP.....18,000,000

CAPITAL UNCALLED.....6,000,000

RESERVE FUND.....\$7,20,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio Kolo Nagasaki

London Lyons New York

San Francisco Honolulu Bombay

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LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5½ per cent.

" " " 3½ " " "

" " " 3½ " " "

TAKEO TAKAMICHI,

Manager.

Hong Kong, 29th March, 1905.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREW OF THE
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tls. 5,000,000

PAID-UP CAPITAL.....\$2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Calcutta Peking

Choofo Penang

Hankow Singapore

Tientsin

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-

fers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bill's

Discounted.

INTEREST ALLOWED ON DEPOSITS.

At 2% per annum on Current Account daily
balances.

3½ per annum on Fixed Deposits for 3 months

4½ " " 6 " "

5½ " " 12 " "

E. W. RUTTER,

Manager.

Hong Kong, 17th May, 1904. [22]

BANKS

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$300,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....\$100,000

RESERVE FUND.....\$300,000

INTEREST allowed on Current Account at
the rate of 2½% per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " 3½ " "

" " 2½ " "

" " 1½ " "

T. P. COCHRANE,

Manager.

Hong Kong, 19th May 1904. [29]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cond-

ted to the HONGKONG AND SHANGHAI
BANKING CORPORATION, London.

The Directors and Officers of the above

Bank may transfer at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed or FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.J. R. M. SMITH,
Chief Manager.

Hong Kong, 1st May, 1904. [22]

ON SALE

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FOR CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHERLANDS

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BORENO, &c.

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY

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FOR 1905.

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THE DIRECTORY covers the whole of the

ports and cities of the Far East, from Northern

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Not only is the Directory as full and complete

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Fuchow Foo-chow Mengtsze

Chinkiang Amoy Hok-kow

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Kansan Songyang Songchin

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PHILIPPINES

Manila Iloilo Cebu

Sarawak Labuan British N. Borneo

BANGKOK Bangkok

STRaits Settlements

Singapore Penang Malacca

Pahang Sungai Ujong Selangor